

# BookletChart<sup>TM</sup>

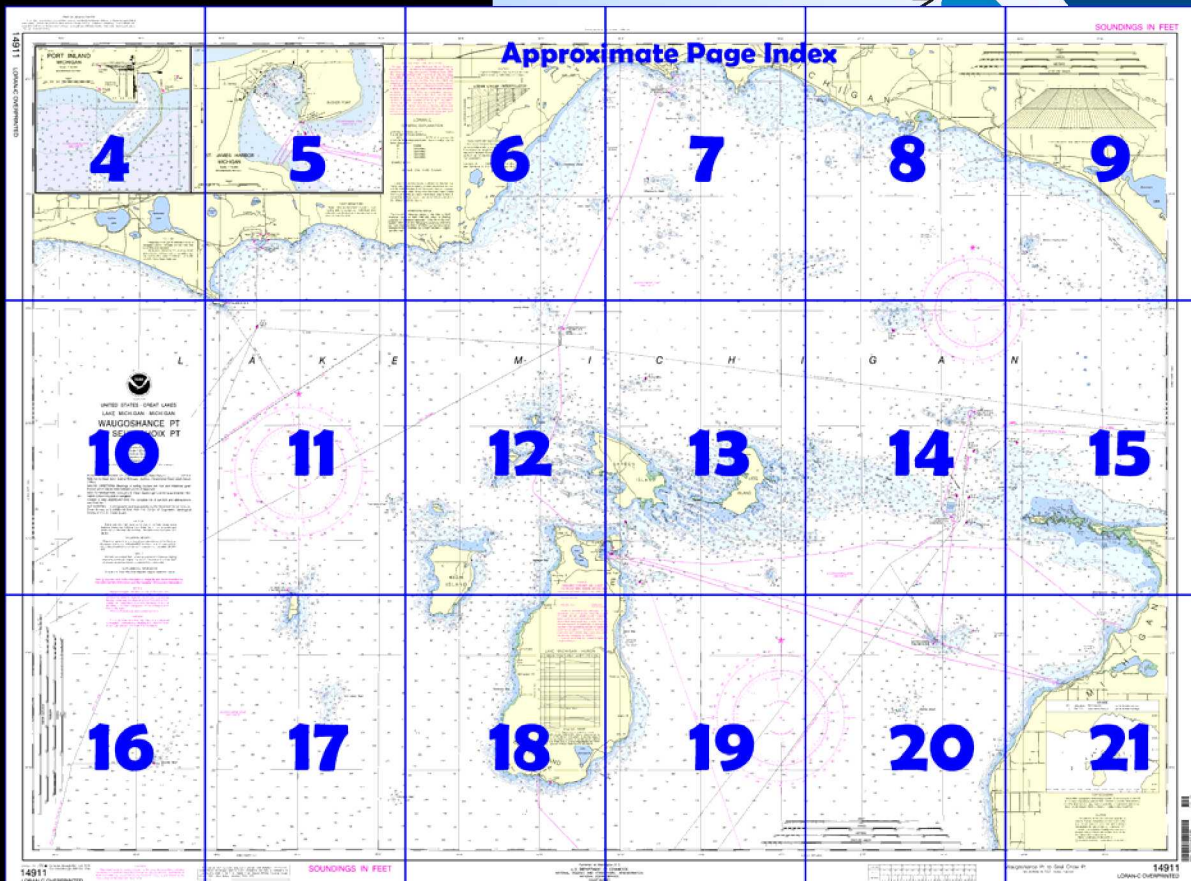
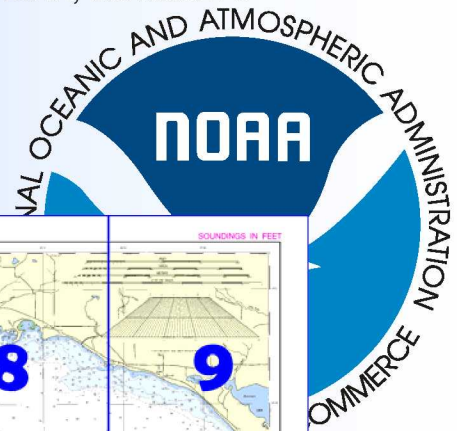
## Waugoshance Point to Seul Choix Point

(NOAA Chart 14911)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

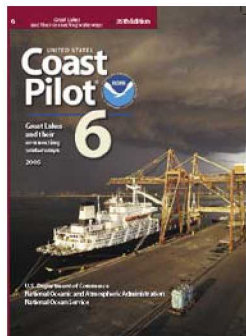
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 6, Chapter 11 excerpts]**

(42) **Waugoshance Point** (45°45.5'N., 85°00.6'W.) is a narrow strip of land jutting 2 miles W from the shoreline. Very shallow waters, rocks awash, and a group of small islands extend 3.5 miles W from the extremity of the point to just beyond **Waugoshance Island**. (43) **Sturgeon Bay** is a broad bay open to the W between Waugoshance Point on the N and **Sturgeon Bay Point** on the S. The N part of the bay is filled with a shallow flat over rock bottom. A shoal with depths

less than 6 feet extends 0.5 mile NW from Sturgeon Bay Point.

(45) **Cross Village, Mich.**, is about 8 miles S of Waugoshance Point and 2 miles S of Sturgeon Bay Point. In 1978, the former small-craft basin had partially filled with sand and gravel, and the breakwater was in ruins. No shelter is available at Cross Village.

(116) **Grays Reef** is an extensive area of shallow water over rocks that extends from Grays Reef Passage W for 8.5 miles to Hog Island. The reef has depths ranging from rocks awash to 18 feet.

(117) **Grays Reef Passage**, between Vienna Shoal and East Shoal on the E and Grays Reef on the W, is the main route for vessels drawing less than 25 feet between the Straits of Mackinac and harbors S in Lake Michigan. The passage is obstructed at the center by **Middle Shoal**, with a depth of 17 feet, and by a bank with depths of 21 to 25 feet and a dumping ground close N of Middle Shoal. The main vessel route through the passage is a dredged channel, marked by a light and lighted buoys, on the E side of Middle Shoal. **Grays Reef Light** (45°46'00"N., 85°09'12"W.), 82 feet above the water, is shown from a white square tower on the W side of the dredged channel, just SE of Middle Shoal. A fog signal and a radar beacon (Racon) are at the light.

(121) **Hat Island**, the easternmost of the island group lying W of Grays Reef Passage, is on the N edge of Grays Reef, 11.5 miles WNW of Waugoshance Island and 10.5 miles NE of Beaver Island. Shoals extend 0.5 mile N from the island.

(124) **Squaw Island**, 3 miles WNW of Garden Island, is the northwesternmost of the island group W of Grays Reef Passage. An abandoned lighthouse is on the N end of the island. A shoal bank extends about 0.7 mile from the E, S, and W shores of the island; a buoy marks the outer edge of the bank on the E side. A shoal with depths of 6 to 16 feet that extends about 2 miles NNE from the island is marked at the outer end by a buoy. A detached 14-foot shoal is 1.8 miles NE of the island, and rocky spots covered 12 to 17 feet are 1 mile NW of the island.

(125) **Whiskey Island** is about 3.5 miles W of Garden Island and 1.7 miles SW of Squaw Island. Shoals extend about 0.5 mile offshore around the island, except about 1 mile E and SE. A buoy is 1 mile ESE of the island. A large detached bank, with several spots awash, is 1.2 miles SW of the island. The S side of the bank is marked by a buoy.

(128) **Beaver Island**, the principal island in the group W of Grays Reef Passage, is 13 miles long N and S with a maximum width of 6.5 miles. The wooded island is bluff on the W side and lower on the E side. Shoals extend about 0.5 to 1 mile offshore around the island, except in Sandy Bay, about midlength of the E side, where deep water is within 0.2 mile of shore.

(131) **St. James Harbor** is a bight near the NE end of Beaver Island and is the harbor for the village of **St. James, Mich.**, on the NW side of the harbor. The harbor is protected on the E by **Sucker Point** and provides protection from all but SE winds. Sucker Point is marked on the SW side by **St. James Light** (45°44.6'N., 85°30.5'W.), 38 feet above the water and shown from a white cylindrical tower. Deep water extends from the lake across the center of the harbor, with the S end of the harbor shoal. Another shoal extends W across the harbor from Sucker Point to St. James, with deep water on the N side of the shoal near the head of the harbor. In September 1998, the dredged channel across the shoal had a controlling depth of 13 feet.

(136) **Trout Island**, 1.6 miles N of High Island, is connected to it by a shoal bank. Passage between the islands is unsafe for vessels drawing over 6 feet. A 4-foot spot 0.6 mile S of Trout Island must be avoided. Shoals extend about 0.2 to 0.5 mile offshore around Trout Island.

(137) **Gull Island**, 6.7 miles W of High Island, is low, flat, and somewhat wooded. Shoals extend generally 0.5 mile offshore, except for banks that reach 1 mile SSE and 1.7 miles NE. Detached 21- and 23-foot spots are 1 mile NNW and 1.6 miles SE of the island, respectively. **Gull Island Light** (45°42.7'N., 85°50.6'W.), 77 feet above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on a bare spot close NW of the island.

(1115) About 2.5 miles E of Dutch Johns Point, the shoal border decreases to 0.3 mile wide for about 9.5 miles ESE to Seul Choix Point. **Seul Choix Point Light** (45°55.3'N., 85°54.7'W.), 80 feet above the water, is shown from a white conical tower connected to a red dwelling on **Seul Choix Point**.

# Table of Selected Chart Notes

Corrected through NM Oct. 15/05  
Corrected through LNM Oct. 11/05

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Newberry, MI	WNG-576	162.450 MHz
Sault Ste Marie, MI	KIG-74	162.550 MHz

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)      ◐ (Approximate location)

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area	Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.657" southward and 0.897" westward to agree with this chart.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio or at the Office of the District Engineer, Corps of Engineers in Detroit, Michigan.

Refer to charted regulation section numbers.

## NOTE Z

### NO-DISCHARGE ZONE, 40 CFR 140

Michigan waters of Lakes Michigan, Huron, Superior, Erie and St. Clair, all waterways connected thereto, and all inland lakes are designated as a No-Discharge Zone (NDZ). This chart falls entirely within the limits of a No-Discharge Zone (NDZ). Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. Commercial vessel sewage shall include graywater. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/vessel\\_sewage/vsdnozone.html](http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html).

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## NOTE D

Mariners are warned that numerous uncharted stakes and fishing structures, some submerged, may exist in the area of this chart. Such structures are not charted unless known to be permanent.

## SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, *United States Coast Pilot*.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## CAUTION

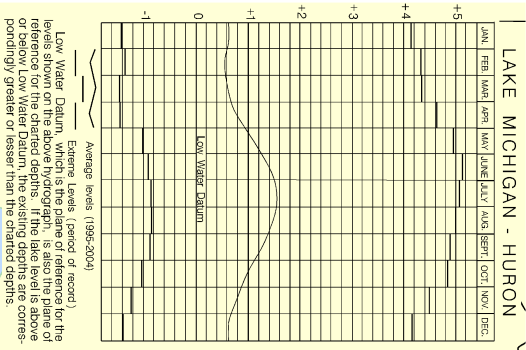
Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910 - 3282.



AIDS TO NAVIGATION. Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey and U. S. Coast Guard.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

## NOTES

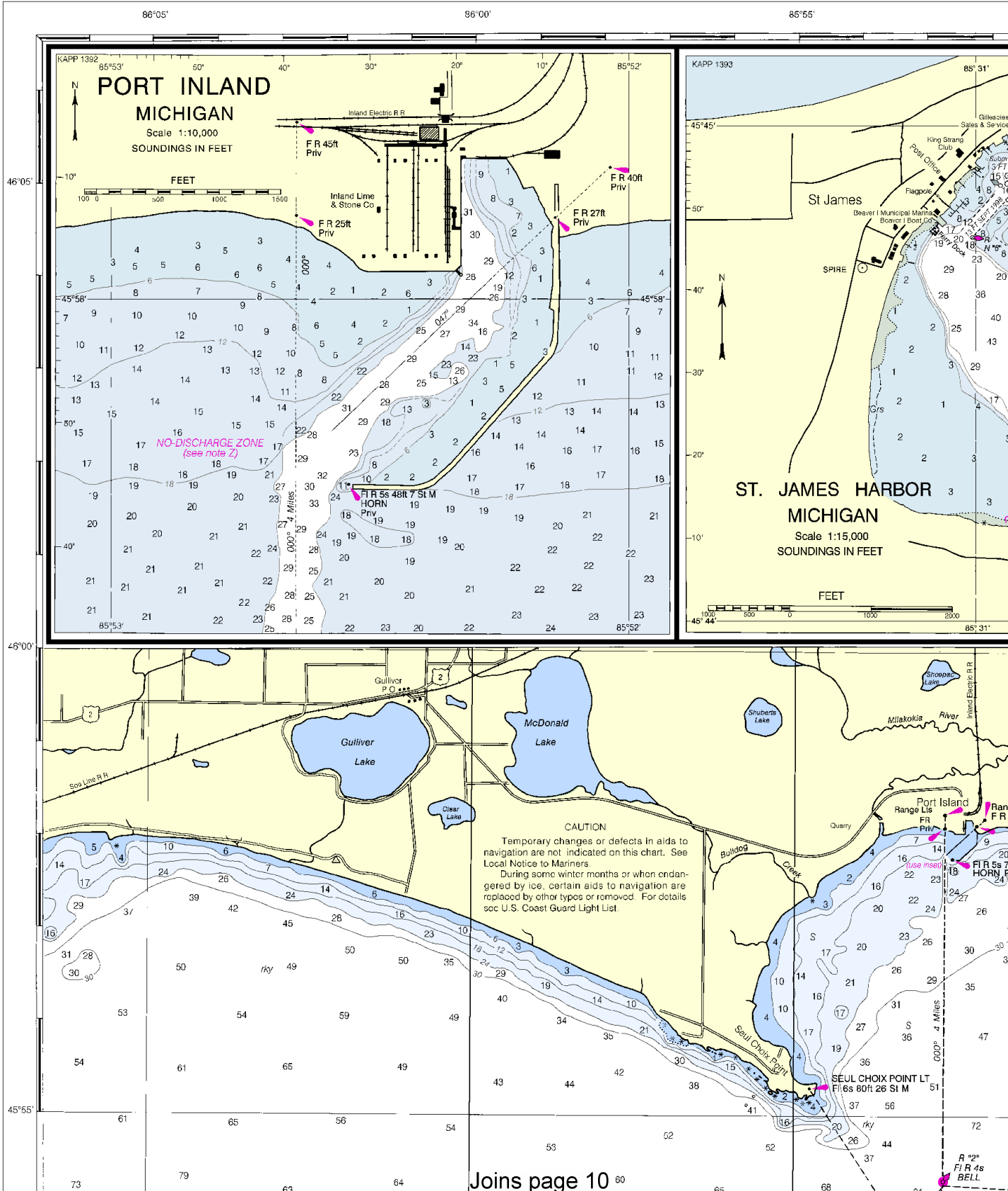
PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 577.5 ft.  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

## PRINT-ON-DEMAND CHARTS

This chart is available in a version updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts.



14911 LORAN-C OVERPRINTED



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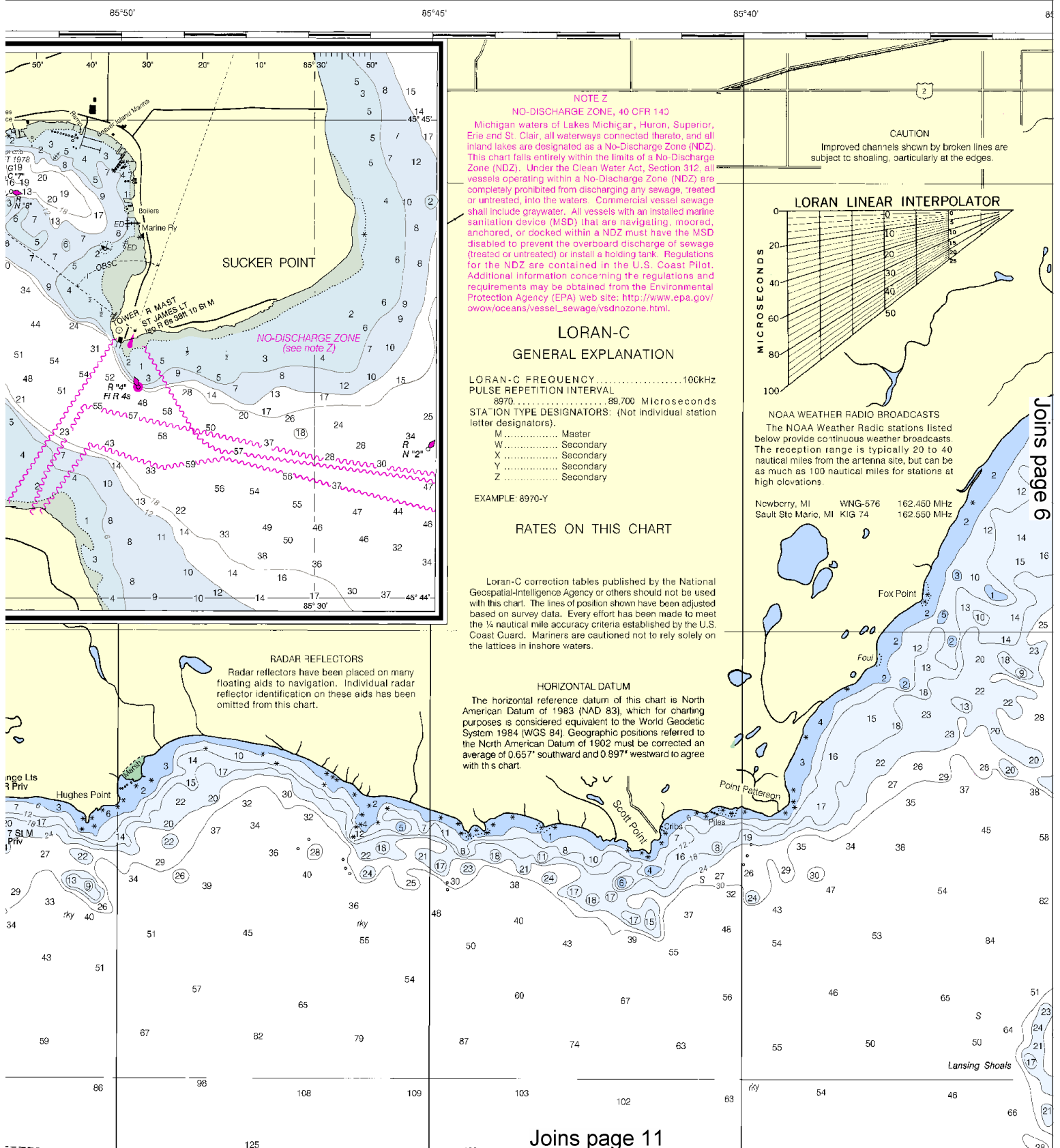


Printed at reduced scale.

~~SCALE 1:80,000~~  
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:106667. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

85°45'

85°40'

85°35'

**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**

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**LORAN-C**  
**GENERAL EXPLANATION**

LORAN-C FREQUENCY.....100kHz  
PULSE REPETITION INTERVAL.....8970.....89,700 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M.....Master  
W.....Secondary  
X.....Secondary  
Y.....Secondary  
Z.....Secondary

EXAMPLE: 8970-Y

**RATES ON THIS CHART**

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

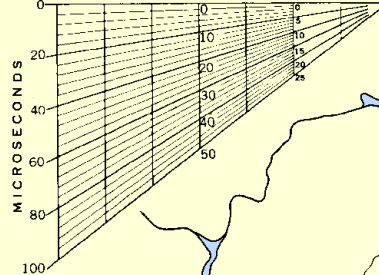
**HORIZONTAL DATUM**

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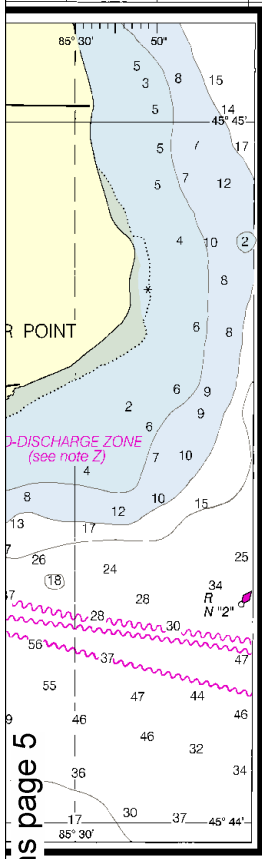
**LORAN LINEAR INTERPOLATOR**



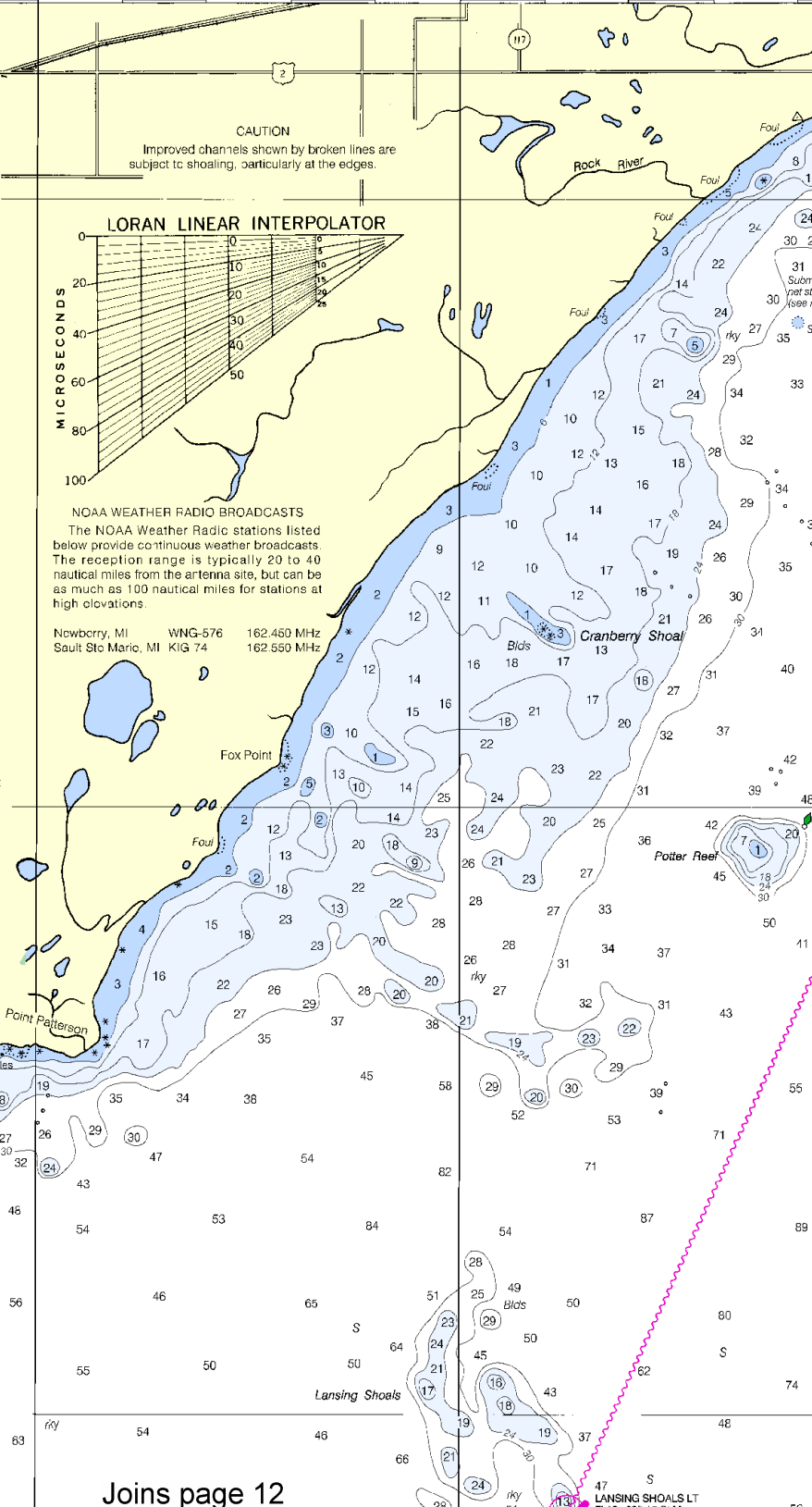
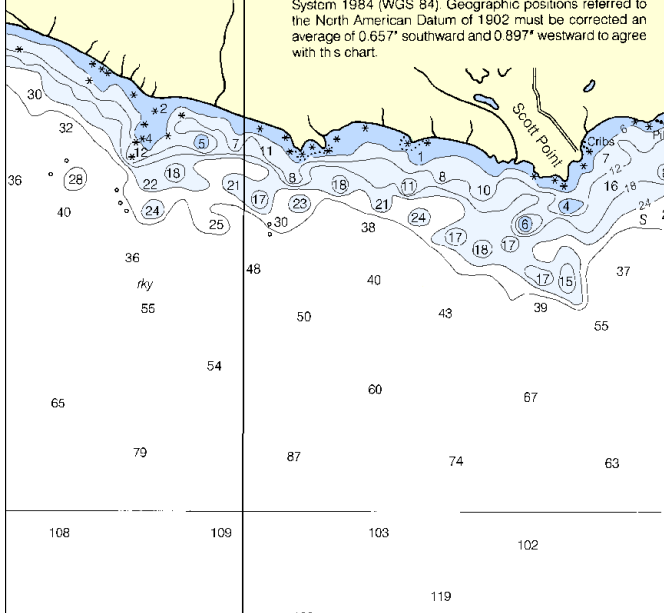
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Nowberry, MI WNG-576 162.460 MHz  
Sault Ste Marie, MI KIG 74 162.550 MHz



**RADAR REFLECTORS**  
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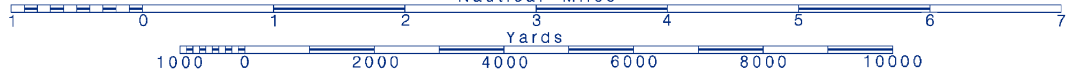
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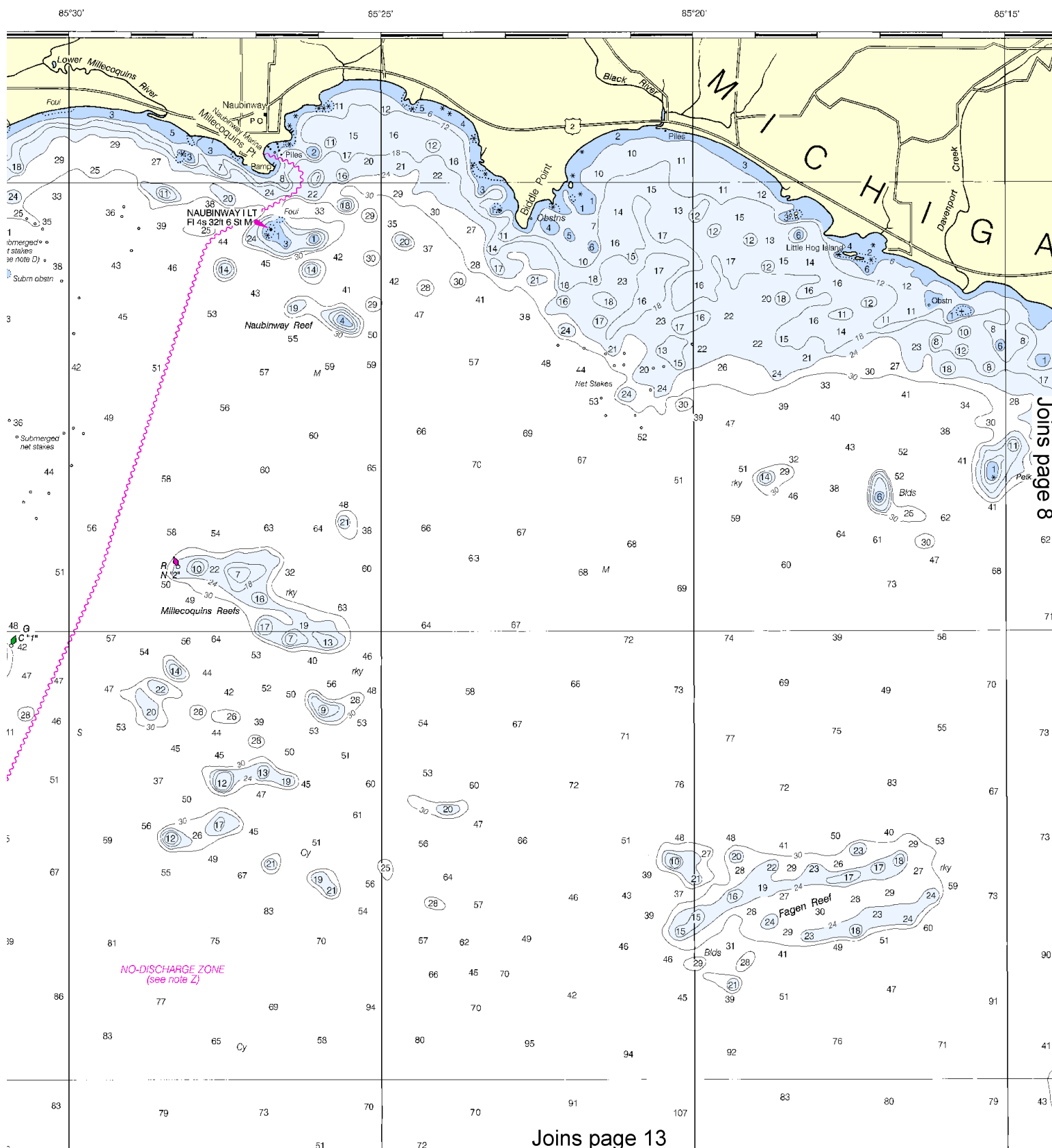


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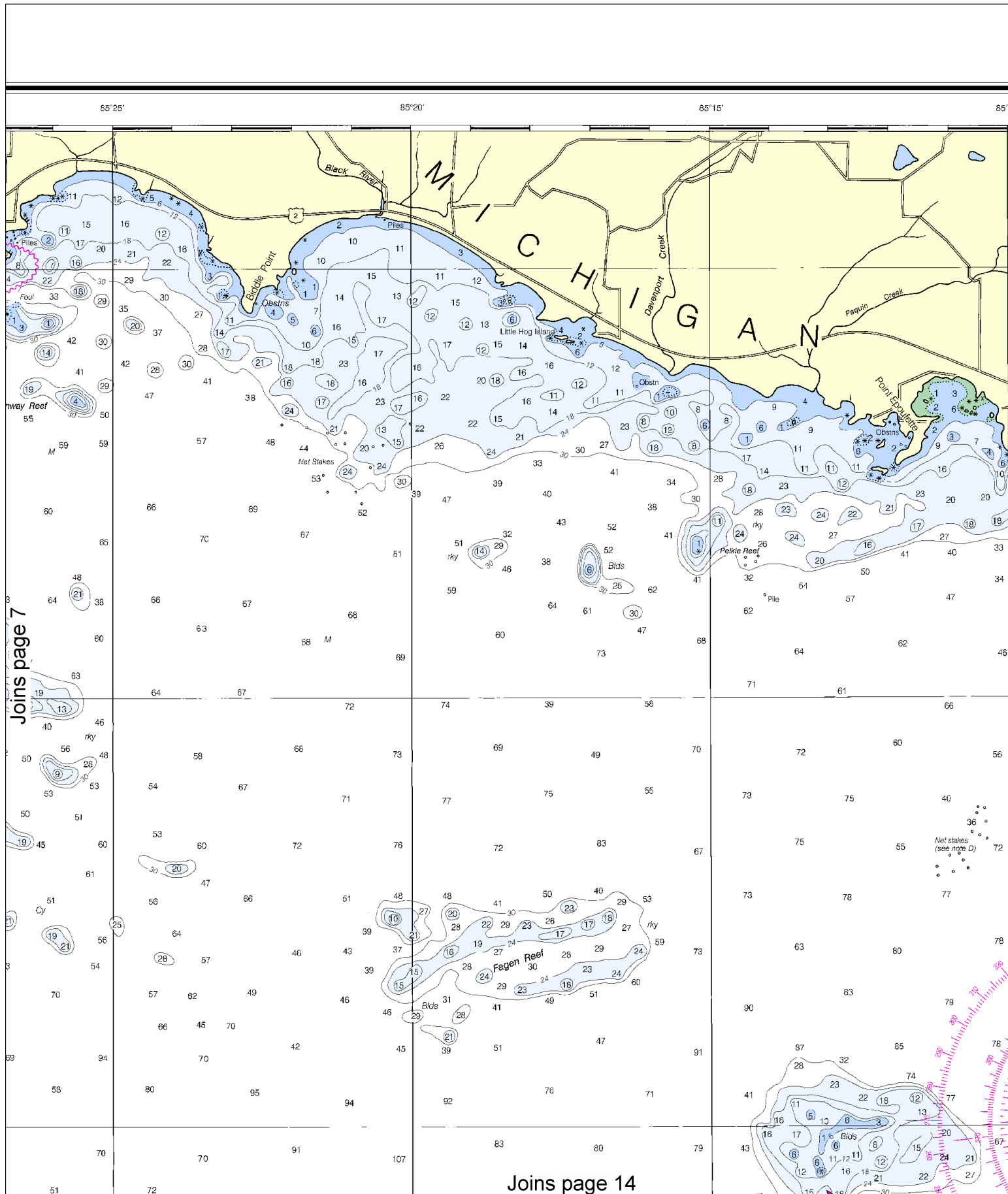
SCALE 1:80,000  
Nautical Miles

See Note on page 5.



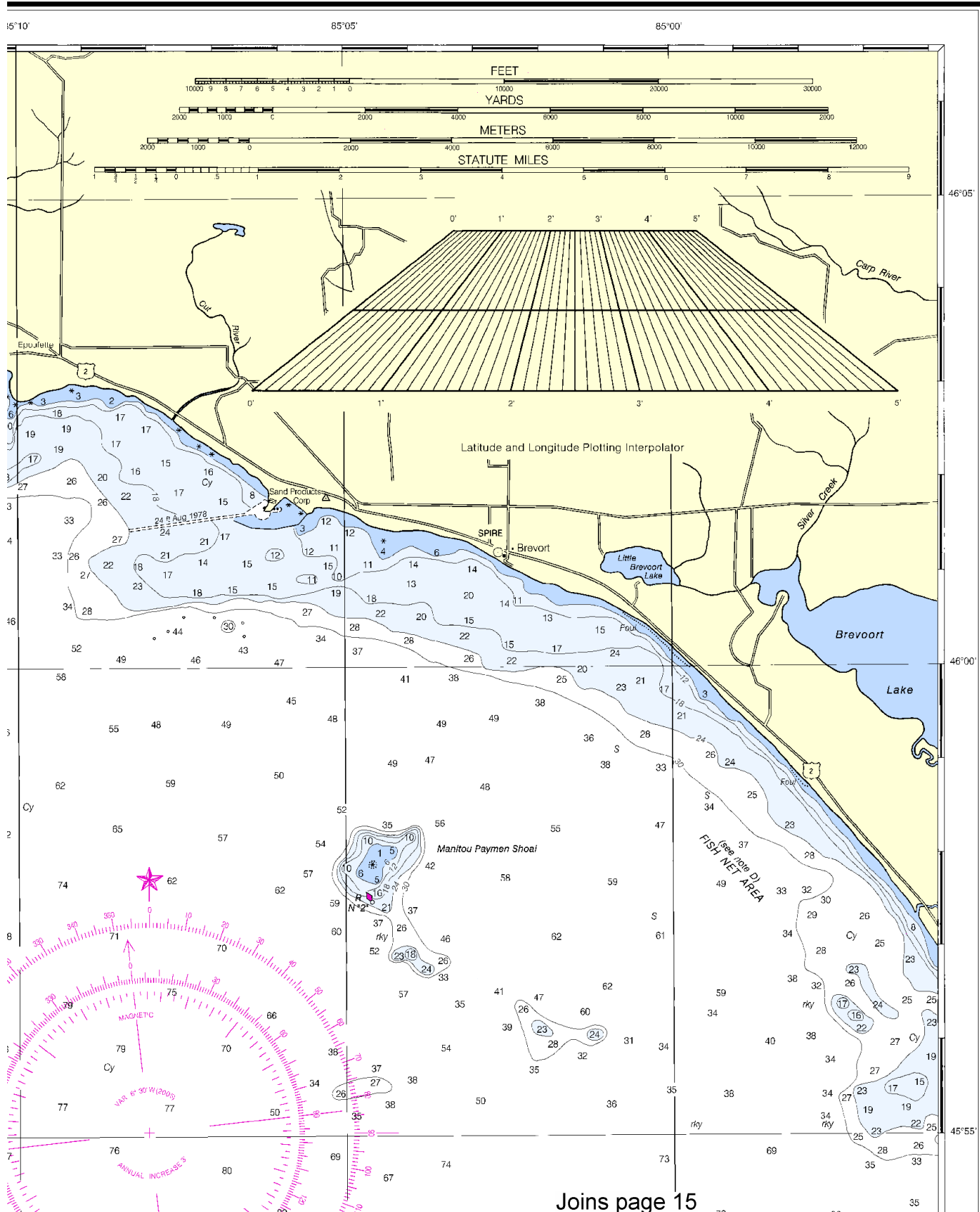


This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: 0110 1/29/2010.





# SOUNDINGS IN FEET





# UNITED STATES - GREAT LAKES LAKE MICHIGAN - MICHIGAN WAUGOSHANCE PT TO SEUL CHOIX PT

Polyconic Projection  
Scale 1:80,000  
North American Datum of 1983  
(World Geodetic System 1984)  
SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## NOTES

PLANE OF REFERENCE OF THIS CHART (Low Water Datum) ..... 577.5 ft.  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure.

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## SUPPLEMENTAL INFORMATION

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Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

## NOTE A

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Joins page 16

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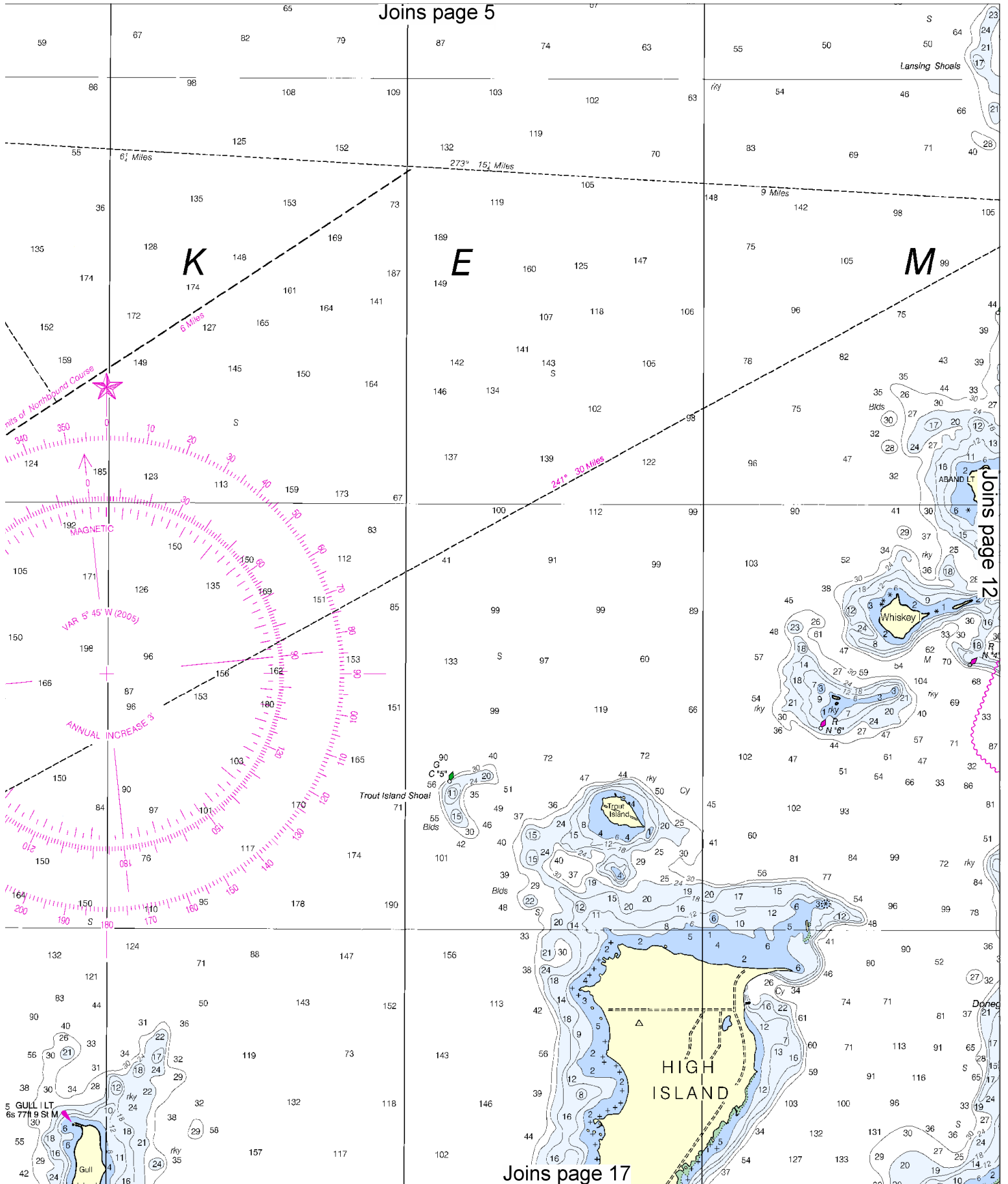


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SCALE 1:80,000

See Note on page 5.

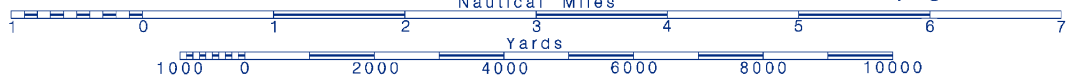
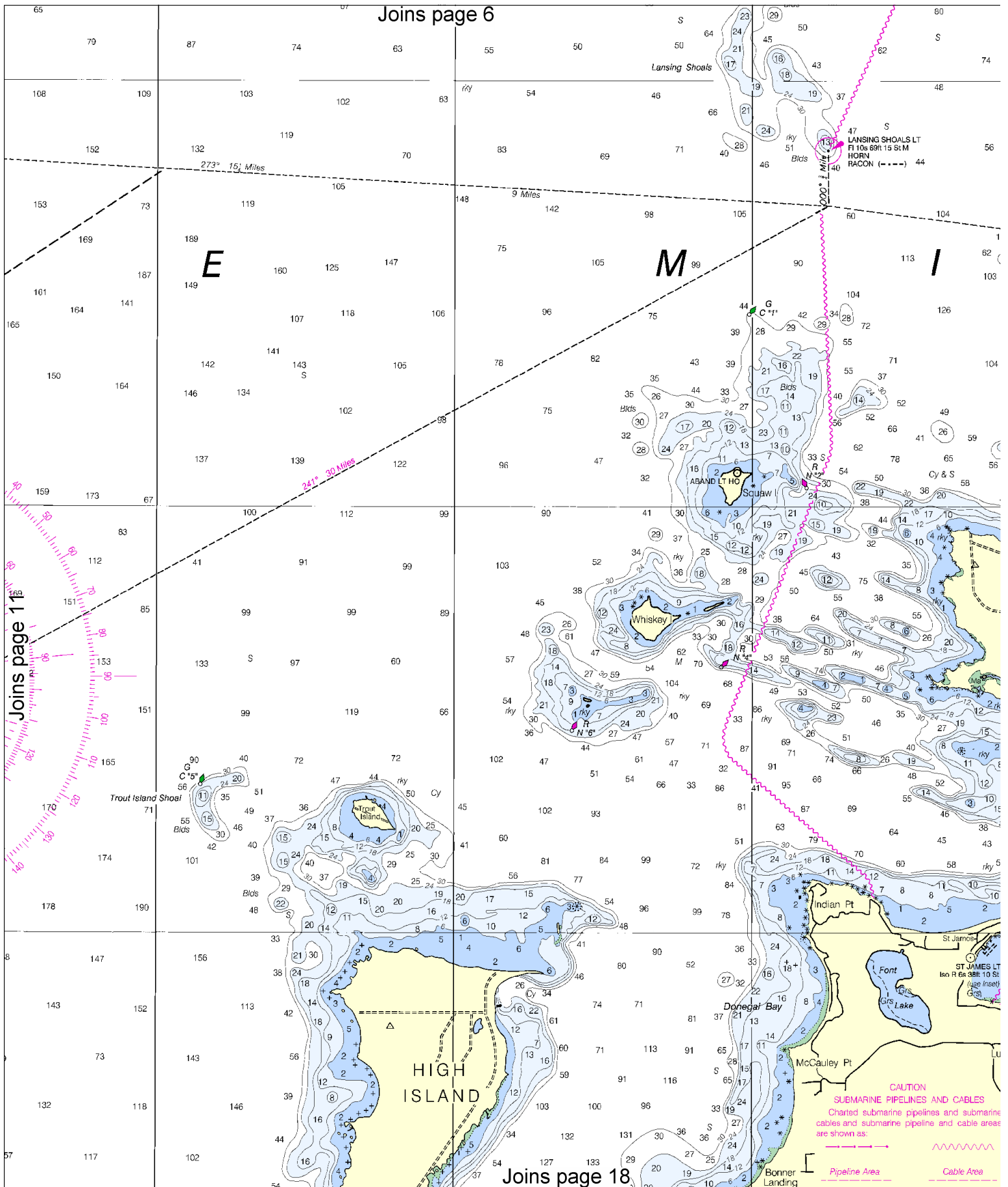


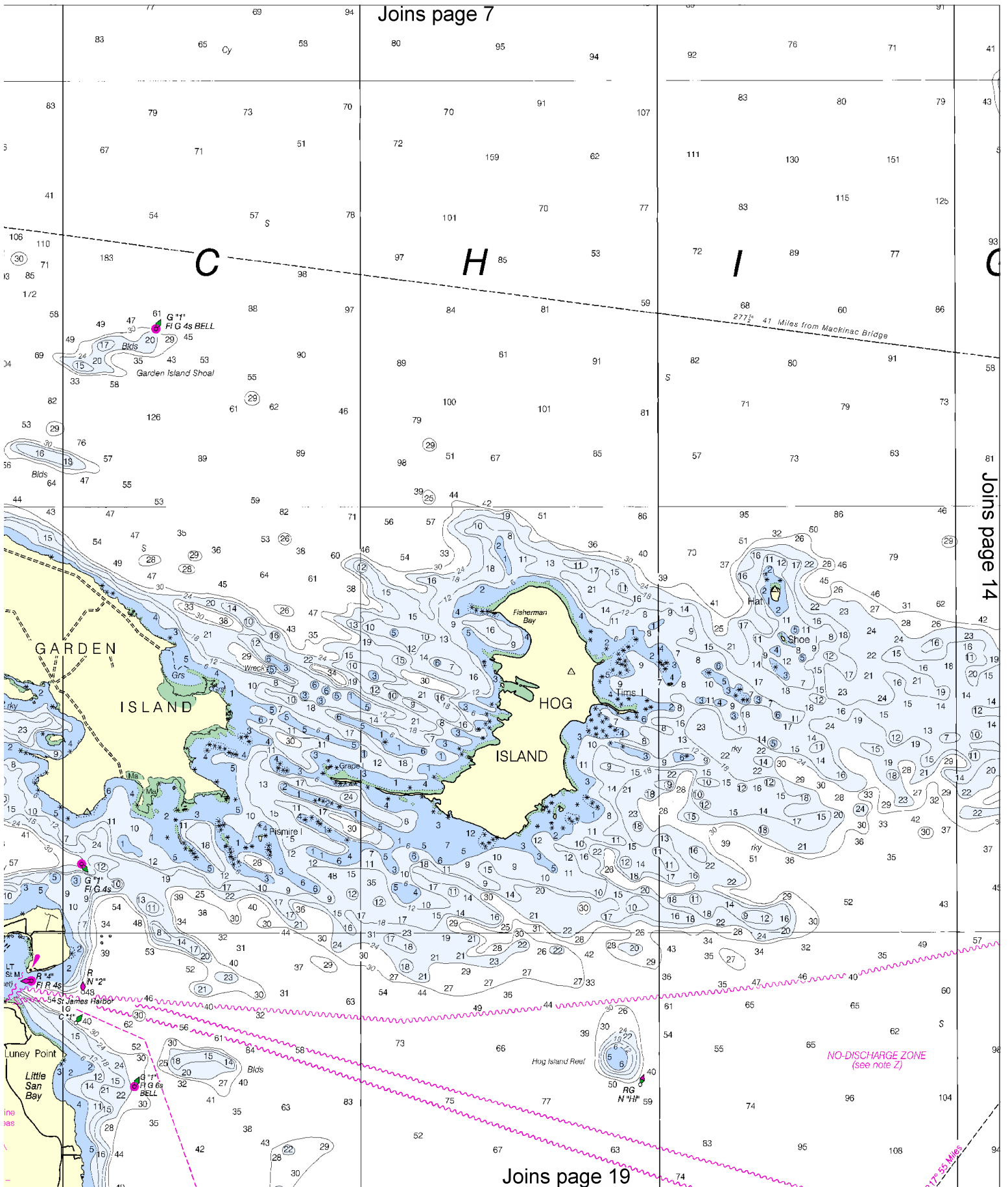


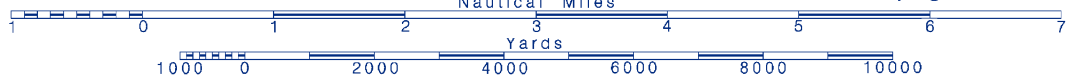
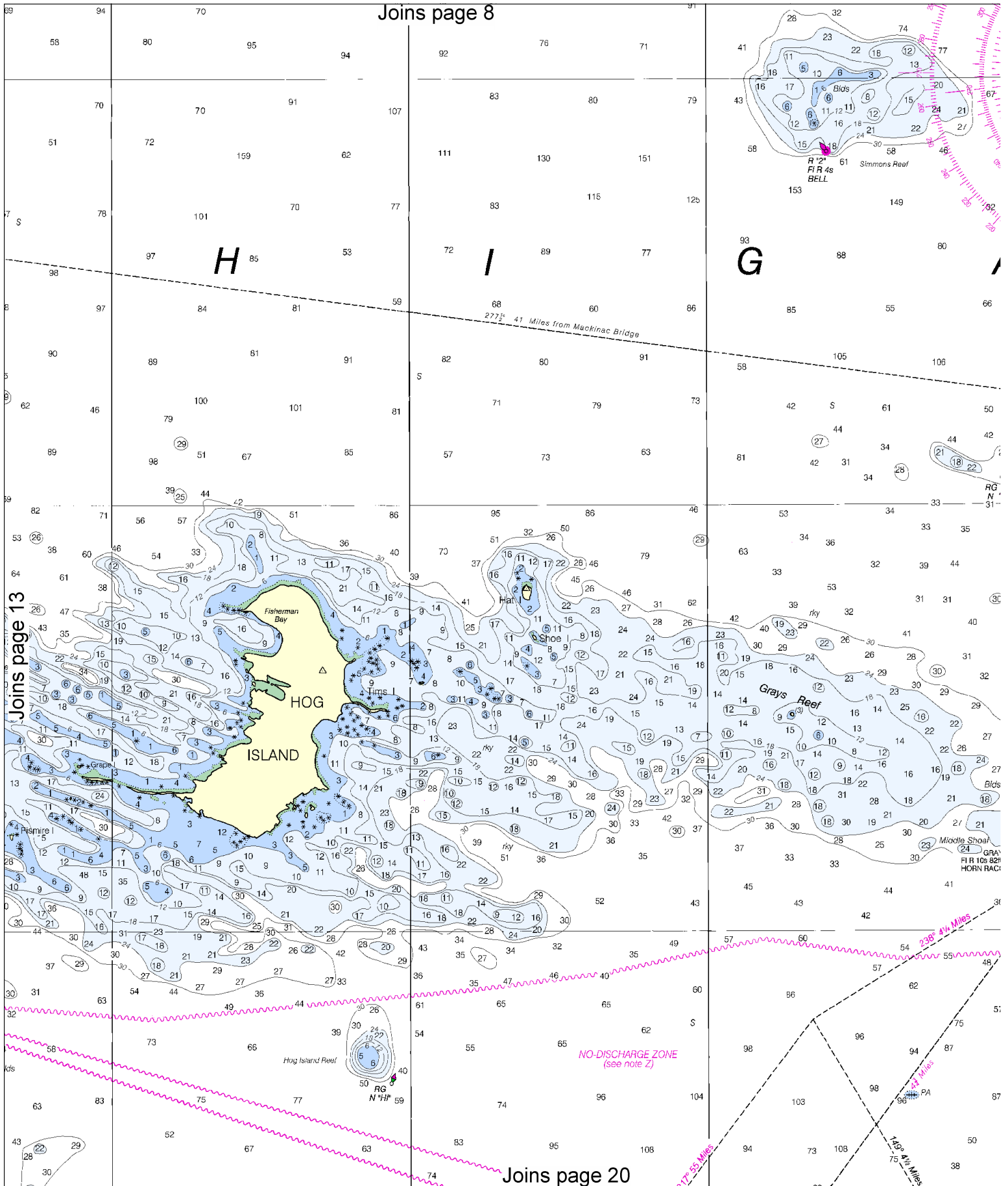
Joins page 12

Joins page 17













# Joins page 10

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

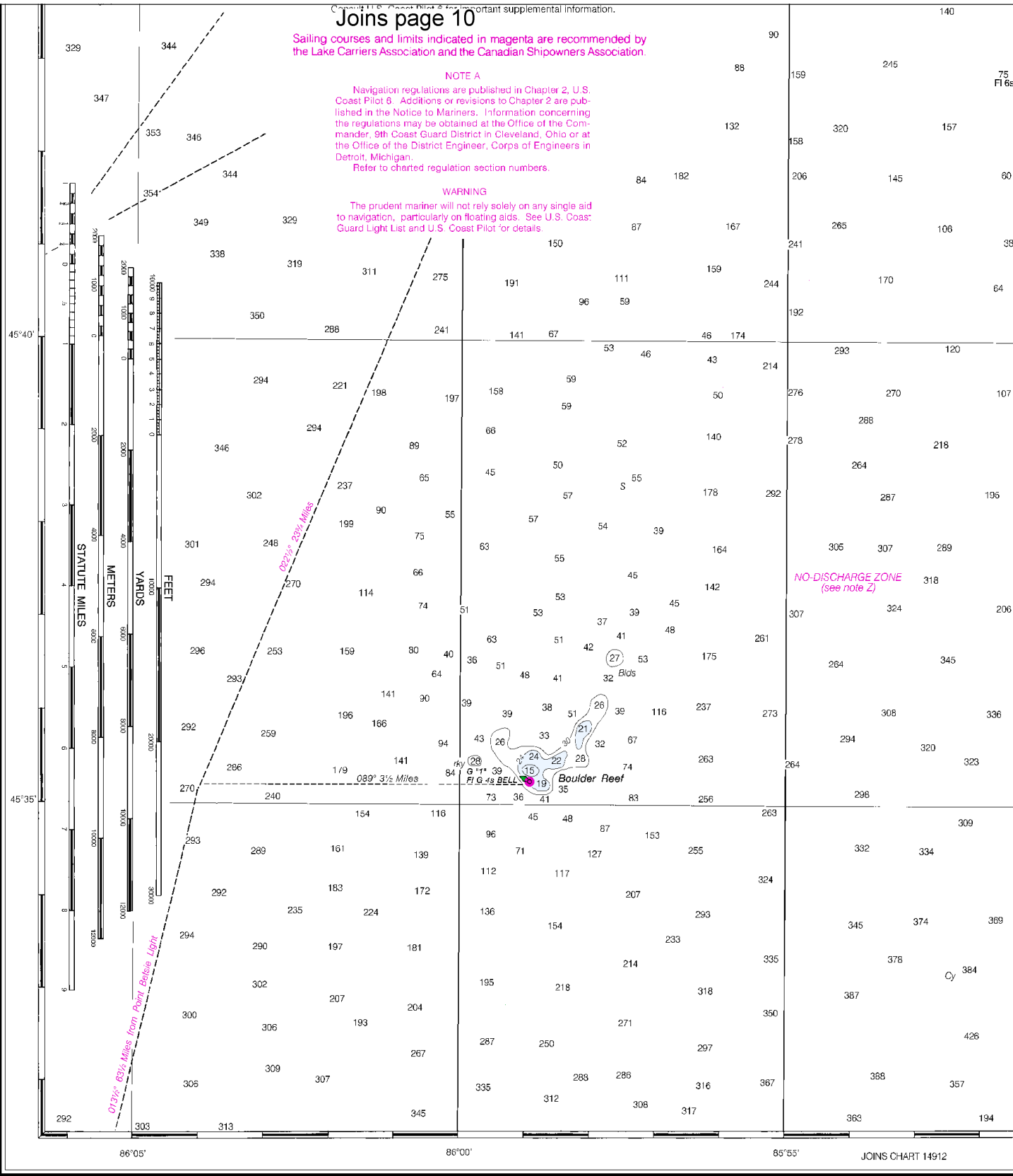
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Refer to charted regulation section numbers.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.



21st Ed., Oct./05 ■ Corrected through NM Oct. 15/05  
Corrected through LNM Oct. 11/05

# 14911

## LORAN-C OVERPRINTED

## CAUTION

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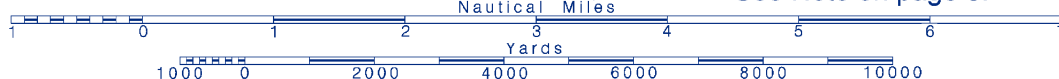
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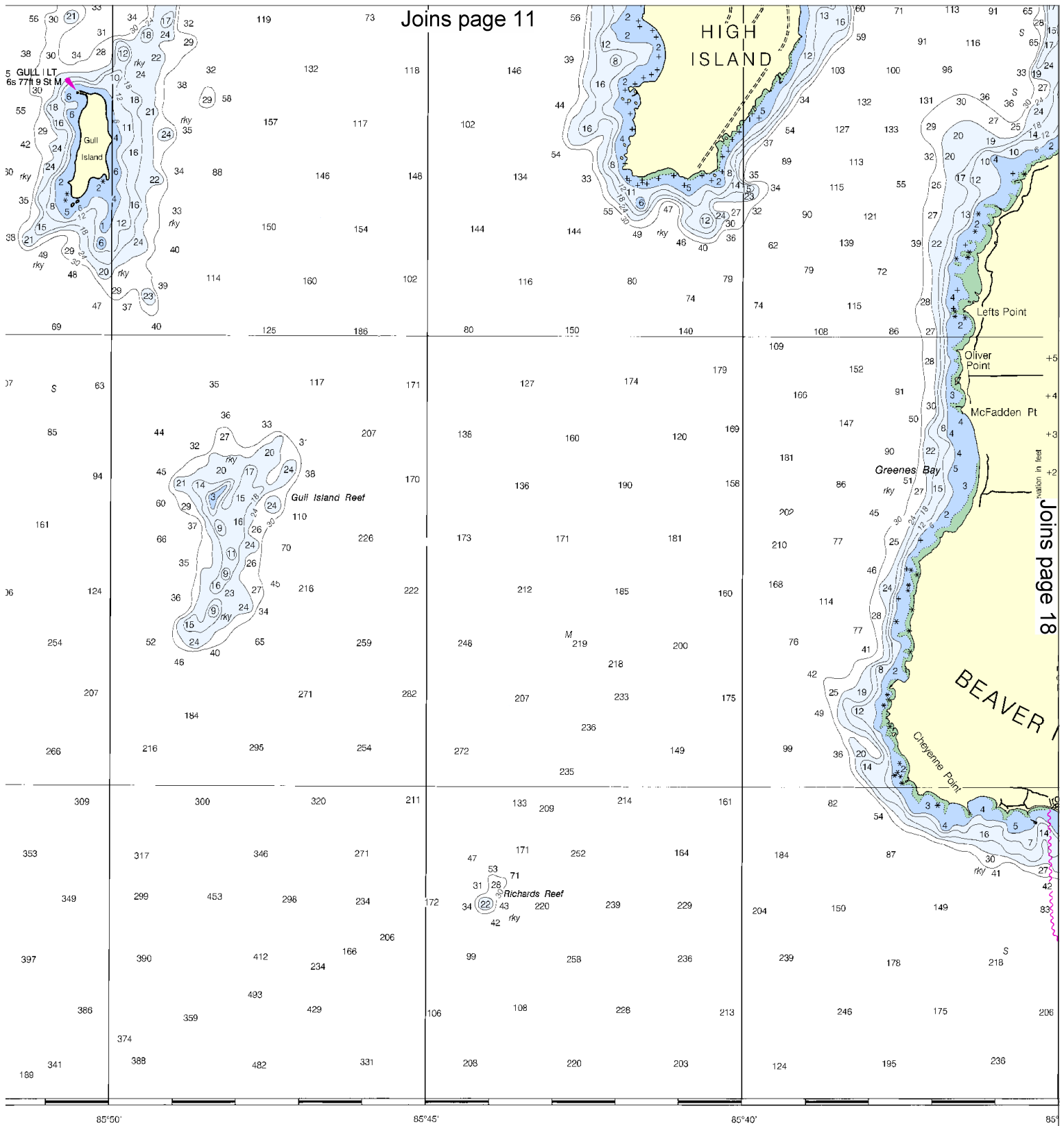


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SCALE 1:80,000

See Note on page 5.





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r comments for  
National Ocean

SOUNDINGS IN FEET



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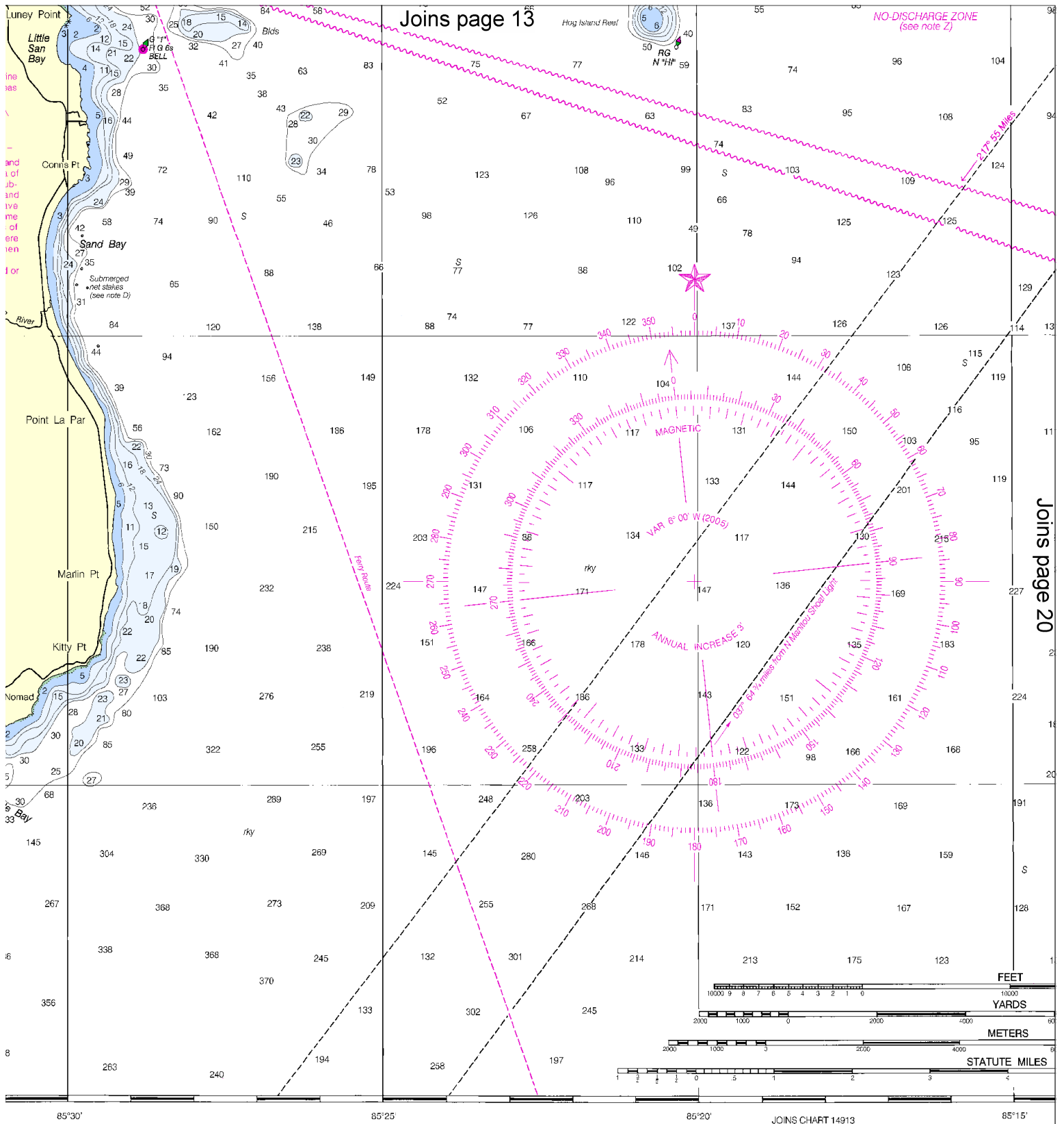


~~SCALE 1:80,000~~  
Nautical Miles

See Note on page 5.



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U. S. DEPARTMENT OF  
NATIONAL OCEANIC AND ATMOSP  
NATIONAL OCEAN :  
COAST SURVI

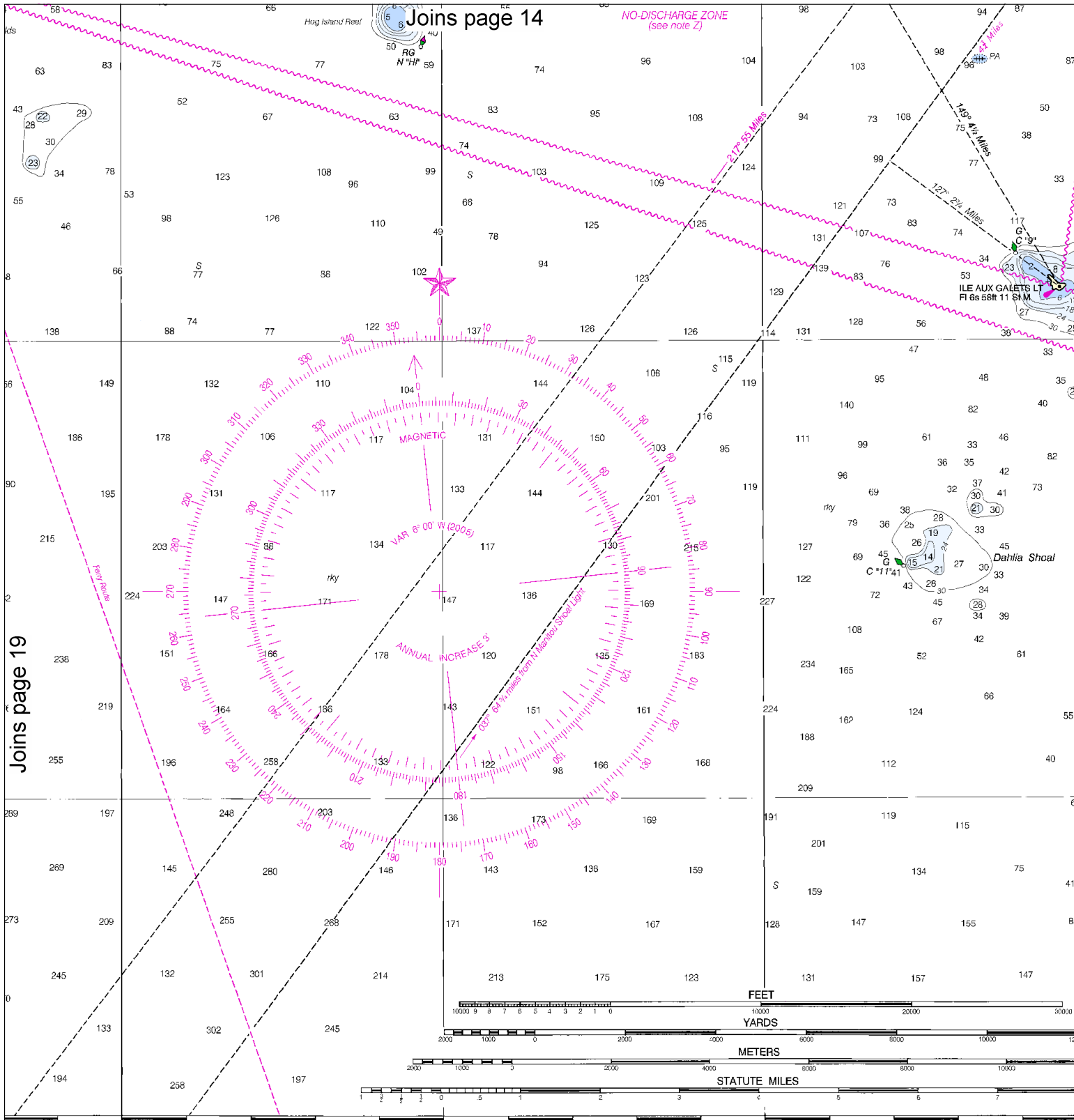


Joins page 20

ington, D. C.  
OF COMMERCE  
SPHERIC ADMINISTRATION  
I SERVICE  
VEY

FAT  
F  
ME

NO-DISCHARGE ZONE  
(see note Z)



Joins page 19

FATHOMS	1	2	3	4	5	6	7	8	9	10
FEET	6	12	18	24	30	36	42	48	54	60
METERS	1	2	3	4	5	6	7	8	9	10

20



Printed at reduced scale.

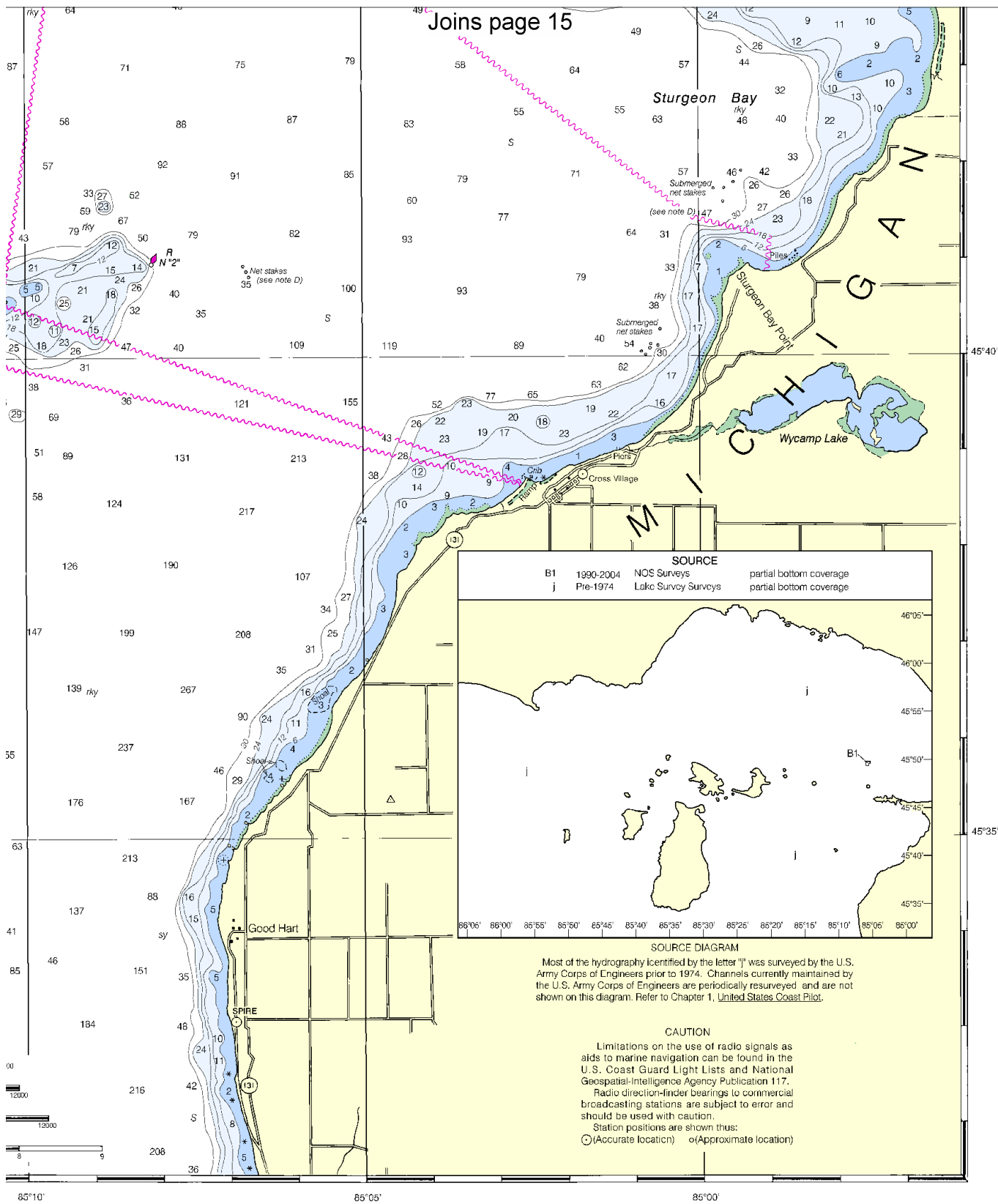
SCALE 1:80,000

See Note on page 5.





Joins page 15



Waughoshance Pt to Seul Choix Pt  
SOUNDINGS IN FEET - SCALE 1:80,000

14911  
LORAN-C OVERPRINTED



ED NO. 21



NSN 764201 4010599  
NSA REFERENCE NO. 14XCO14911

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## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (RCC)** – 216-902-6117

**Coast Guard S & R (Sault Ste Marie)** – 906-635-3236

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).